



April 5, 2001

TO: I-405 Corridor Program Executive, Steering and Citizen Committees

FR: Paul Bergman, PRR

RE: Summary of Feedback from Public Outreach Activities

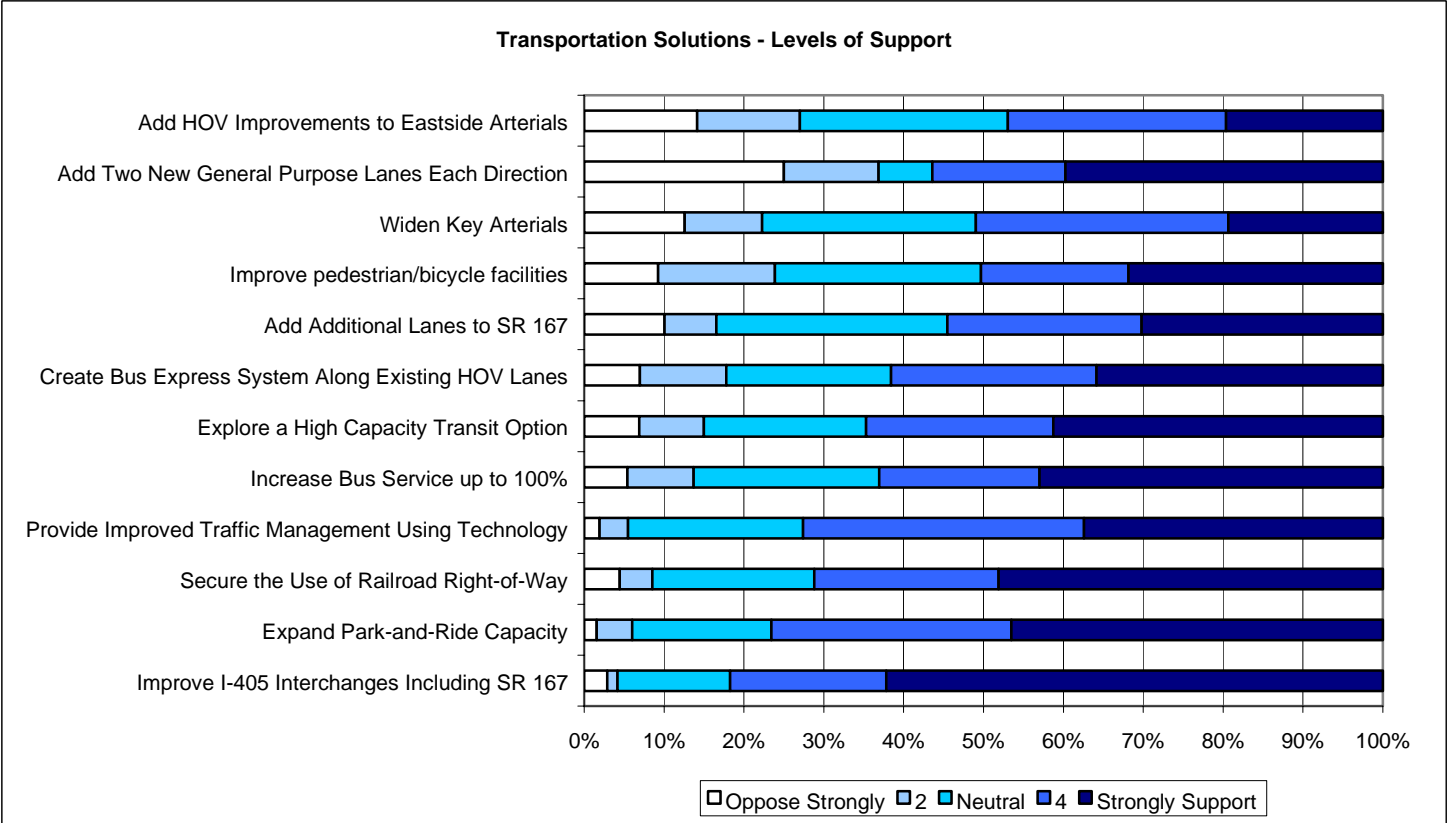
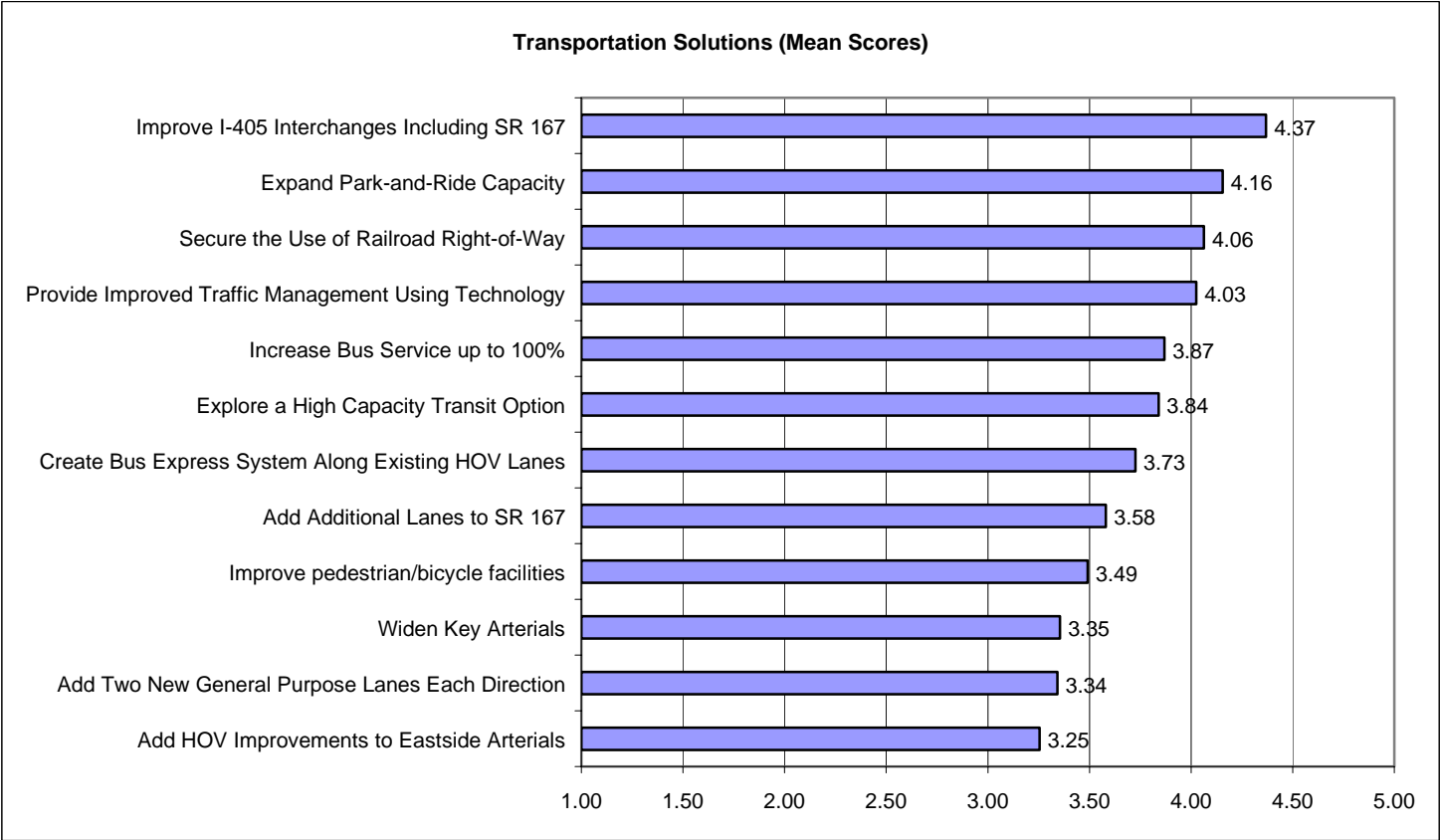
The focus of public outreach efforts this spring has been to receive feedback on the preliminary preferred alternative and the other alternatives currently being evaluated.

A questionnaire was included in the I-405 Corridor Program's spring newsletter, distributed to 10,000 individuals, businesses and organizations, mainly within the I-405 corridor. An electronic form of the questionnaire was also posted on the Program's web page.

Two public open houses were held in Bothell and Renton to provide hands-on access to project information and program staff to answer questions. Attendees were provided a questionnaire along with the opportunity to write extensive comments on flips charts (transcribed below). Approximately 130 people attended the open houses.

The Program has received 330 questionnaires to date from all of these outreach activities. Highlighted on the following pages are the results of this feedback.

1. Preferences for Preliminary Preferred Alternative Solutions.
1 being “Oppose Strongly” and 5 being “Support Strongly.”



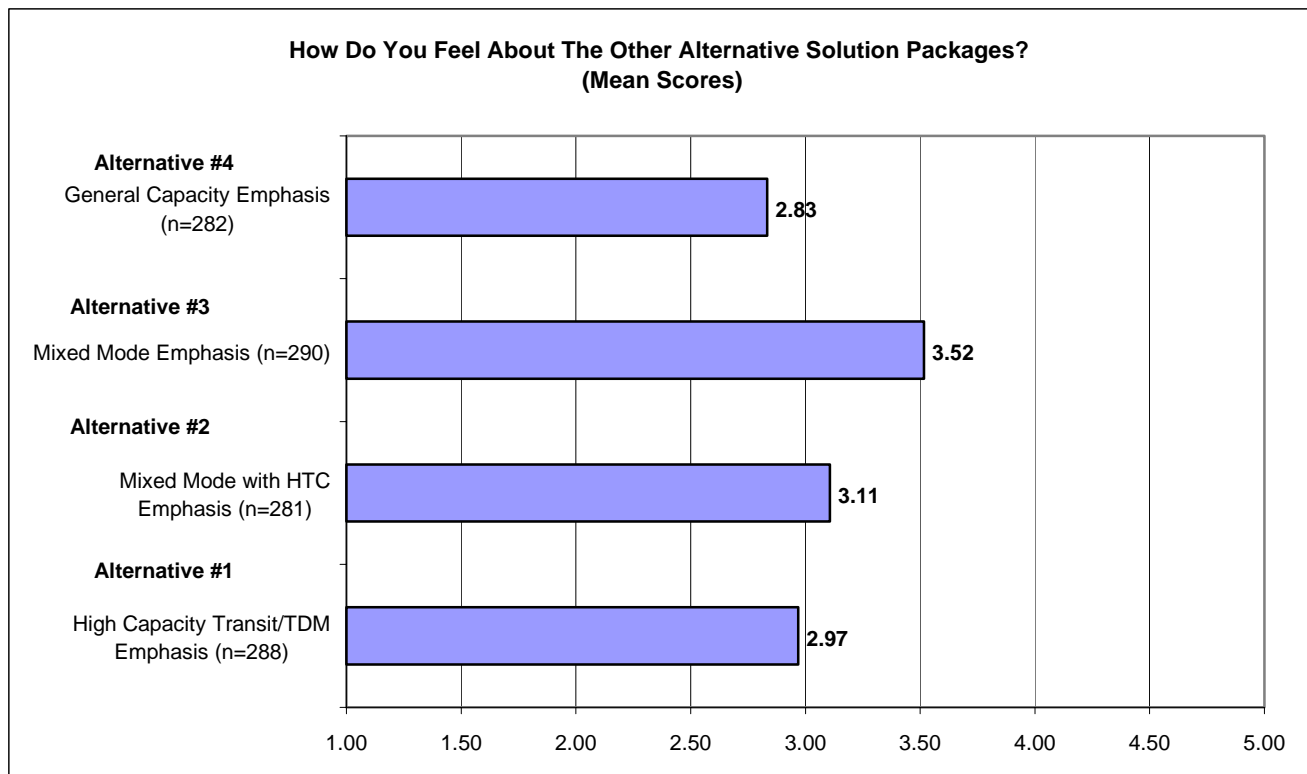
2. Changes recommended be made to the preliminary preferred alternative.

174 recommended changes and comments were received. Responses have been categorized and ranked in order of frequency.

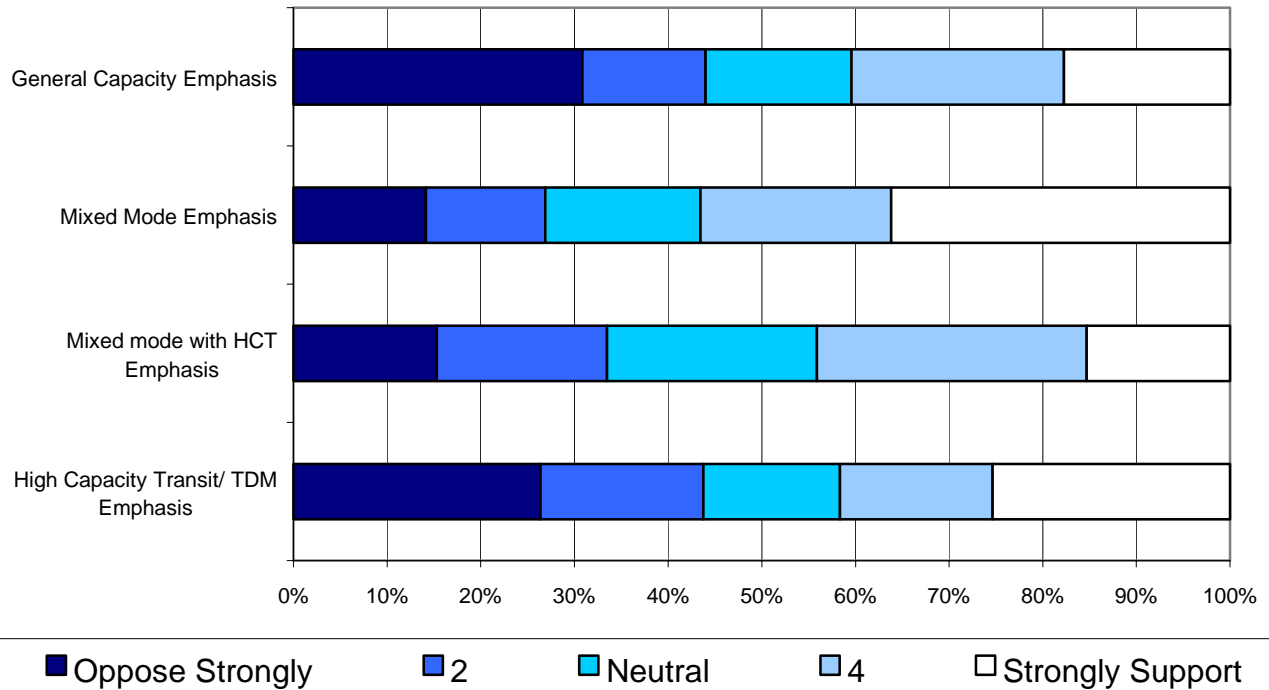
- 29% - Support for high capacity transit solutions
- 27% - Recommendation outside scope of preliminary preferred alternative or Program
- 16% - Support for adding general traffic lanes
- 9% - Support for bus solutions
- 6% - Support for HOV solutions
- 6% - Opposed to adding general traffic lanes
- 3% - Opposed to high capacity transit solutions
- 2% - Support for toll facilities
- 2% - Support for trip reduction programs

3. Preferences for the Alternative Solution Packages

1 being “Oppose Strongly” and 5 being “Support Strongly.”



Alternative Solution Packages: Levels of Support



**I-405 Program Open House Comments
March 20, 2001**

Bothell, WA

Alternatives Overview

- Thank you for acknowledging the congestion problem on 405. Finally, someone is responding to an eastside issue that has been here for longer than 2 years. My main problem with Sound Transit (another agency, I realize) is that adequate consideration to our region was never given. They have considered their approach and their funding to only the Seattle and south areas. My main reason for attending this open house is to oppose any more traffic lanes on 405. Period. No matter what they are used for. Every time (which is as rare as I can make it) I sit in traffic on 405, I imagine a high-speed train snaking through the median. That, or bus after bus full of workers going to their jobs, shoppers going to their shops, out for an evening, etc. All we need to do is put express buses or a train on that right-of-way that has just been discovered. We can save lots of dollars by not constructing any new lanes.
- (Response to above comment) So, how many park n' ride lots are you prepared to accept in your neighborhood?
- Willows to Hollywood (punch a road thru).
- Need four arterial lanes between Central and Market on Kirkland to Bothell (ask card if needed).
- The reason many of us have stayed in this region is because of the environment. If we pave I-405 with additional lanes, plus more and wider arterials, even more sprawl will come with it. We must improve the transit system. We must make it so small solar powered cars pick people up at their curbs and take them to a transit hub, which also has choice service and entertainment amenities. Also, the first bar graph only shows current levels of trips per day – NOT the potential!
- #1 Of the 4 alternatives, #3 is the most environmentally responsible. Emphasis must be given to express busses with very frequent service, on a dedicated roadway. The Renton area needs improvements to 167, so new lanes will need to be added there, but for the rest of the system, there should be no new general lanes built. Why? Because "if you build it, they will come."

#2 Please consider ferry service on Lake Washington as part of this plan.

#3 PLEASE get rid of the 2 county public transportation systems. Community Transit and Metro need to provide continuous bus service across county lines.

#4 Add a freeway lane between Kirkland and Bothell to eliminate the "hour glass" restrictions caused by no arterials between the two cities.

- Add rail lines; not more buses and roads.
- Provide buffer-separated HOV lanes.
- Extend 522 to Snohomish rather than (or in addition to) Monroe. Off-load Woodinville and Mill Creek traffic. Clear up 527.
- Why does rail not go north to Woodinville and Mill Creek?
- Plan should include Everett and Marysville as this congestion affects commutes on 405
- I am concerned that the long-range plans for 405 do not address how cars get to it. On/off ramp – you label HOV lanes but what about servicing high need areas.... 522 & 527. You say, “upgrade will not be made”, but show them as part of the plan.

Transportation

- Your project volume pie chart does not paint a very pretty picture. Why spend the billions [of dollars] if you only decrease single-car occupancy vehicles by 5% ? Fast, reliable rapid transit service needs to come right away. Bold action is needed, not worrying about it.
- Why not take 405 improvements up to 164th in Lynnwood or southbound I-5 ramp to SR-525 westbound?

Environment and Livability

- Missing wetlands in Bothell/King & Snohomish County line: E/W 108th Ave NE & I-405 and S/N NE 98th to North of King & Snohomish County line.
- Don't use abbreviations in charts for open houses

Costs

- No comments

**I-405 Program Open House Comments
March 22, 2001**

Renton, WA

Alternatives Overview

- The poster to your left [of the flip chart, refers to an alternatives board] omits mention of the acquisition of the Burlington Northern right-of-way. We need more information on the nature of the RR option so we can determine if we want you to take the first step toward high-capacity rail. I-695 budget concerns, the reduction of tax revenues due to Boeing pull-out, noise, view, safety concerns. We need more info from you. Inez Peterson <http://www.seanet.com/~webgirl/rpan/>
- I think the BN should be used for rail transit.
- BRT needs to be clearly defined so is more easily understood.
- I want this to be light rail. Connected at north/south points of Seattle light rail. Then east/west over lake. Randy Johnson rj572@halycon.com 425-881-2072
- I can only support Alternative #1. I do not support adding more lanes to I-405 – it destroys neighborhoods and increased traffic rather than solving it. Thank you for listening. Jessica Greenway 7405 131st Place NE; Kirkland, WA 98033
- I would rather see light rail solution than destroying my neighborhood by the impact to lose Kenndale by putting cars closer to our sound walls. Frankly, I wouldn't mind paying more taxes to support light rail.

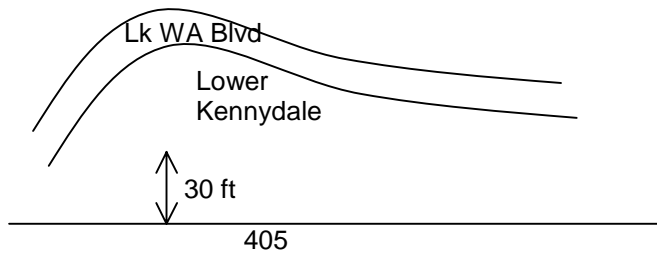
Transportation

- Urgent need for light rail as compared to buses. Think the course over 20 years.
- We require light rail.
- Direct creative thinking and resources to alternatives to driving, including light rail, rather than more lanes.
- I support acquisition and use of BNSF route for transit and trail.
- BRT traveling in existing HOV lanes is worthless. Need a separate dedicated ROW.

Environment and Livability

- Four blocks to the west of 405, before Column Point – noise goes over the wall to impact houses beyond.
- Present architecture of noise does not work (increased rather than decreased the impact to lower Kenndale).

- Where are the required noise monitors in Kennydale?
- Where are the required air pollution monitors in Kennydale?
- Is anyone looking at the effects of acid rain?
- No ones concerned about the commute traffic lanes. (25 mile/hr speed exceeded and passing on bike lanes)



- Noise form cars, trains, planes, commuters and vibrations from traffic.

Costs

- No comments